

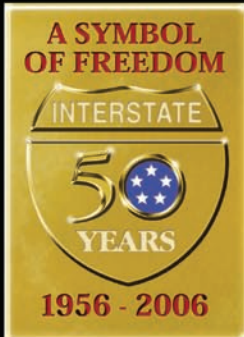


*Commemorative Program*

# Celebrate the Interstate National Convoy

June 16–29





# Interstate Highway System 50th Anniversary Convoy Route

June 16-29, 2006

## Event Host Cities:

1. San Francisco, CA June 16
2. Reno, NV June 16
3. Salt Lake City, UT June 18-19
4. Rock Springs, WY June 19
5. Cheyenne, WY June 20
6. Omaha, NE June 21-22
7. Urbandale, IA June 23
8. Walcott, IA June 23
9. Ottawa, IL June 24
10. Chicago, IL June 24-26
11. South Bend, IN June 26
12. Akron, OH June 26
13. Gettysburg, PA June 28
14. Frederick, MD June 28
15. Washington, DC June 29

## Swing Route Event Host Cities:

1. Denver, CO June 21
2. Abilene, KS June 22-23
3. Kansas City, KS June 23



*For information on Interstate anniversary activities throughout the country, visit the AASHTO website at [www.interstate50th.org](http://www.interstate50th.org).*

# Celebrating A Symbol of Freedom

Welcome and thank you for joining with state transportation officials, our partners and supporters, as we Celebrate the Interstate on this 50th Anniversary. As our cross-country convoy rolls east from a hill overlooking the Golden Gate Bridge to the lawn of the White House in Washington, D.C. we will see America, a land of opportunity, opened to all by the freedom to travel.

We chose as the slogan for this Interstate Anniversary the words, “Symbol of Freedom.” Like so many freedoms we enjoy, we take this one for granted. It is fundamental to Americans to pick up and go, to take to the highways, to travel when and where they choose. But it was not until the construction of the Dwight David Eisenhower System of National Interstate and Defense Highways began in the 1950’s that nationwide travel was simple, efficient and for the most part unimpeded.

Some have called the men and women of that era “The Greatest Generation,” because of their courage and commitment in World War II. I like to think the same strength and undaunted spirit also equipped them, under the leadership of then President Eisenhower, to step up to the challenge of building our country’s largest public works project, a vast network of four-lane highways that connect and unite our nation.

This is a celebration of the men and women who built this system, at times against great odds. It is a celebration of the vision and leadership of leaders who looked to the future, and thereby created an economic engine that would power our climb to global competitiveness. It is a celebration of desire of the human spirit to leave a legacy of good for those who come after us.

This celebration is also about that legacy. We have gained so much from the Interstate system—and it is time that we ask what we must do to ensure that same benefit for the next generation and those to come after. Demands are growing. Our system is aging and strained. The nation has changed, and we must keep pace with change. That is why this celebration includes research, policy forums, and an invitation to commit to a bold and new vision.

Today you are part of the past—traveling the route of 1919 First Transcontinental Motor Train that first planted the Interstate idea in the mind of then Lt. Col. Eisenhower. But you are also part of the future—forging a renewed commitment to a nation that moves free.

## Harold Linnenkohl

President, American Association of State Highway and Transportation Officials  
Commissioner, Georgia Department of Transportation

Photo to come from  
AASHTO





## The Celebrate the Interstate Cross-Country Convoy

### *Retracing the Trip that Changed America*

*June 16–29, 2006*

The freedom of the open road, as symbolized by our Interstate Highway System, is uniquely American. It is born of a pioneer spirit, and a desire to see what lies beyond the horizon. As the nation celebrates the 50th Anniversary of the roads that shaped our lives and our prosperity, the American Association of State Highway and Transportation Officials pays tribute to the men and women whose foresight changed our destiny.

A national convoy will retrace the 1919 First Transcontinental Motor Train, an arduous journey of 3,000 miles which included then Lieutenant Colonel Dwight David Eisenhower. Traveling the perilous Lincoln Highway, now the route of Interstate 80, the trip forged in Eisenhower's mind the need for an interstate highway system. As President, Eisenhower would sign the legislation making the Interstates a reality on June 29, 1956.

Some three million Americans cheered the original convoy on its way. You can track the 2006 reenactment via satellite radio, or visit the convoy at one of the 19 stops in 13 states and Washington, D.C. Take a look.

### *The End of the Road*

#### **San Francisco, June 16:**

Lincoln Park in San Francisco, California is home to the marker commemorating the western terminus of the Lincoln Highway, the conclusion of the 1919 Transcontinental Motor Train.

Join our Launch Master Andrew Firestone, great grandson of the legendary Harvey Firestone, top transportation officials, Lincoln Highway Association members and our band of 40 convoy participants for a grand send-off ceremony.

### *Betting on Good Roads*



#### **Reno, Nevada, June 16**

##### **National Automobile Museum**

The National Automobile Museum, opened in 1989, displays more than 200 cars from 1892 to present, the majority of which are from the world famous collection of the late gaming pioneer and avid collector, Bill Harrah.

This exciting venue will be the backdrop for Nevada's dramatic account of early road building in the state, and presentations by historians regarding the construction of the Lincoln Highway.

### *This Is the Place*

#### **Salt Lake City, Utah, June 17–19**

The 1919 convoy was greeted in Salt Lake by the nation's governors who were attending their annual conference. Utah's Governor John Huntsman will welcome the Interstate Convoy at a dinner honoring the late Senator Wallace Bennett, who voted on the 1956 Federal-aid Highway Act, and whose son Robert Bennett serves in the Senate today. The governor will lead the convoy out of town on his motorcycle after a press briefing on June 19.

## *Reaching the Peak*

### **Laramie, Cheyenne Wyoming June 19–20**

After crossing the highest point on the Lincoln Highway at the Summit Rest Area, the convoy proceeds to Cheyenne. Transportation historian Dan McNichol, who will travel the route in his Hudson, is the featured speaker at a symposium on the Past, Present and Future of Transportation.

## *On the Road to Abilene*

### **Denver, Abilene, Kansas City, June 21, 22, 23**

To honor President Eisenhower, a delegation from the convoy will journey south to his boyhood home and the Eisenhower Library. A stop on the way at the Denver Stock Show grounds will highlight the key role of transportation in keeping America's agricultural products competitive around the world.

Historic Abilene will feature remarks from Ike's great grandson Merrill Eisenhower Atwater, antique cars, an ice cream social, and a symposium on the Interstates in Kansas. The convoy will stop at the Kansas City Speedway for a lap around the track and a media event with participants from Kansas, Missouri and Oklahoma.

## *Tailgate with the Commissioner*

### **Omaha, Nebraska, June 22**

Joe Cahn, the official Commissioner of Tailgating, will preside over the convoy arrival event, preparing food for visitors to the Innovative Mobility Showcase, located downtown outside the Quest Convention Center. Werner Enterprises will host the convoy at a media event at their headquarters on June 22.

## *Rock and Road*

### **Urbandale, Iowa**

#### **Living History Farms**

Living History Farms in Urbandale, Iowa, tells the amazing story of how Iowans transformed the fertile prairies of the Midwest into the most productive farmland in the world. While at the 550-acre open-air museum, visitors travel at their own pace through five historical time periods spanning 300 years.

Iowa will host the convoy for lunch at the Living History Farms, with a 50s "Rock and Road" theme. A sock hop, hot dogs and ice cream and live bands will have everyone "rockin".

## *Keep on Truckin'*

### **Iowa-80 Truck Stop**

#### **Trucking Hall of Fame**

The I-80 Truck Stop in Walcott, Iowa, is billed as the largest truck stop in the world, and is home to the Trucking Hall of Fame and the Truck Museum. "My father loved trucks and trucking," says Delia Moon Meier. "Over the years he collected several antique trucks, antique toy trucks and other trucking memorabilia. This is going to be a great way for us to share that with others interested in trucking and its history."

Iowa-80 will host the caravan at I-80 headquarters office. Vintage military transport, and trailer and vintage trucks will be on display in front of the building.

## *Where the Rubber Met the Road*

### **Ottawa, Illinois, June 24**

Revisit the heart of pavement research with a rare visit to the test track of the AASHTO Road Test. From 1958 through 1960, Department of Defense vehicles circled the seven miles of pavement to demonstrate the impact of weight on roads of concrete and steel. The Illinois Association of Highway Engineers will sponsor a picnic lunch at the historic site.

## *Gone but Not Forgotten*

### **South Bend, Indiana**

#### **Studebaker National Museum**

The new Studebaker National Museum has its roots in the Studebaker Corporation's private collection, which originated in the 1890s. Studebaker operated its own museum for many years, and by 1920, their collection included Lafayette's and

President Lincoln's carriages: the company's last farm wagon, the first automobile built entirely in South Bend, Indiana; and a large collection of World War I military vehicles.

The convoy will be met by an escort of vintage cars, race cars, and alternative fueled vehicles and escorted to the Studebaker Museum for a lunch event sponsored by local contractors.

### *Roadside Conversations*

#### **Tinley Park, June 26**

Illinois has partnered with the University of Illinois at Urbana-Champaign to create a commemorative work of art for the 50th anniversary celebration. Roadside Conversations will feature video interviews about the Interstates displayed on screens in an Airstream trail, where people can both view them and then record their own – true oral histories. The team will gather Interstate stories from across the country during the convoy.

### *Champion of the Road*

#### **Akron, Ohio, June 26**

##### **Firestone Tire and Rubber Company**

Born on Dec. 20, 1868, on a farm near Columbiana, Ohio, Harvey Firestone became successful as a carriage salesman and saw possibilities in manufacturing rubber carriage tires. He established the Firestone Tire and Rubber Company in Akron in 1900. Early in the 20th century, Firestone joined the "Good Roads" movement, supported the efforts of the Lincoln Highway Association to create the first transcontinental highway, and in 1916 advocated the creation of the first interstate highway system. Firestone hosted the 1919 convoy at the Firestone Homestead. Two trucks of Firestone tires traveled with the convoy with replacements for worn equipment.

At the close of World War I, Firestone created the "Ship by Truck" campaign, encouraging manufacturers to use trucks to move their products to markets across the country. In fact, the very first coast-to-coast shipment of goods traveled on Firestone tires. To this day, Firestone tires remain a champion of the road and are moving goods around the country on the nation's highways and interstates. The Firestone-Bridgestone Corporation will host the convoy at their Akron headquarters for a festive family-centered celebration complete with food, music and entertainment. Andrew Firestone will be on hand to welcome the travelers, as his great-grandfather did in 1919.



### *Refuge from the Road*

#### **Gettysburg, Pennsylvania**

##### **Eisenhower National Historic Site**

The Eisenhower National Historic Site, the home purchased by Eisenhower in 1950, will host the convoy for a press conference. The 189 acre farm sported a show herd of Angus cattle and served as a presidential retreat, temporary White House, and meeting place for world leaders. Located adjacent to the Gettysburg Battlefield, the site today comprises 690 acres and is still maintained as a working farm.

### *At a Standstill...*

#### **Frederick, Maryland**

Eisenhower joined the convoy in Frederick, Maryland, where the motor corps camped at the Frederick Fairgrounds. In a unique event, Maryland will be welcoming the convoy to a bridge near U.S. 15 near Emmitsburg, for the unveiling of an historic marker on the spot where the 1919 convoy first became mired in the mud. The Maryland DOT will erect a segment of a replica of the 1919 covered bridge dismantled by the Army to allow the passage of oversized trucks.



## Washington D.C.

On July 7, 1919, at the temporary Zero Milestone marker on the Ellipse south of the White House, dignitaries gathered to launch the first ocean-to-ocean Truck Train Convoy. The 2006 convoy will arrive at the same spot on June 29, after crossing the newly opened span of the Woodrow Wilson Bridge on Interstate 95, an example of the Interstates which will serve the future. June 29 is the 50th anniversary of the signing of the 1956 Federal-aid Highway Act, which created the Highway Trust Fund and set the Interstate system on the road to construction.

## Making the Journey

**Innovative Mobility Showcase**—First hand demonstrations of today's most advanced automobile technology for crash avoidance, communications and safety.  
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## *Mineta Launches*

### *50th Anniversary of the Interstate*

U.S. Secretary of Transportation Norman Mineta kicked off the Year of the Interstate on January 23, during the 85th Annual Meeting of the Transportation Research Board at the Marriott Wardman Park Hotel in Washington, D.C.

Standing alongside a 1956 Buick, Mineta and other transportation leaders cut a ribbon to symbolize the beginning of the next 50 years of the Interstate.

Mineta told the audience that “The creation of the Interstate Highway System took vision, caring and daring,” adding that “It has done more to bring America together than any other law in history.” While celebrating the Interstate’s legacy, he said it was time to consider the system’s future. “It is time to start thinking about the next 50 years—how we are going to build and maintain this highway system. We need new thinking and new policies ... I look forward to working with you on the roads of tomorrow.”

AASHTO President Harold Linnenkohl, Commissioner of the Georgia Department of Transportation, told the crowd that “This isn’t your father’s Interstate,” saying that today states have at their disposal better materials, stronger designs, planning that addresses environmental and social concerns. Gary Ridley, Chairman of the Steering Committee and Director of the Oklahoma Department of Transportation, said that the ribbon at the ceremony was the first of many that will be cut as states work to improve and rehabilitate the Interstate system. He said, “The Declaration of Independence made us independent, but the Interstates made us free, not only to move around the country, but also to improve the quality of our lives.”

### *AASHTO Partners to Produce Commemorative Publication*

To commemorate the 50th Anniversary of the Interstate Highway System during 2006, AASHTO is partnering with the Interstate 50 Council and the Council’s publisher, Faircount, to publish *Interstate 50: Celebrating 50 Years of the Interstate Highway System*.

The publication will examine the history of the Interstate system and its dramatic transformation of the way America lives and works. Featured in the publication will be Interstate projects currently under construction by state departments of transportation across the country, the history of the Interstate Highway System, and technologies that will be implemented in the future to expand the capacity and increase the safety of the nation’s most-traveled highways.

*Interstate 50: Celebrating 50 Years of the Interstate Highway System* is scheduled for release in June 2006. To obtain a copy visit the AASHTO Publications Bookstore at <https://bookstore.transportation.org>.

### *TCC, AASHTO, Industry to Host Policy Conference*

AASHTO, the Transportation Construction Coalition, and other industry organizations will host a policy conference on the future of the Interstates June 28–29, coinciding with the anniversary of the signing of the bill that made the Interstate Highway System possible.

John Horsley, AASHTO Executive Director, said, “As we look to what we want the Interstate to become in the next 50 years, we have got to engage the people who most rely on this system, and who see the growing demands they face.”

The conference will feature some of the first reports from a \$600,000 research program launched by AASHTO through the National Cooperative Highway Research Program to examine the conditions of the system, the future demands and alternatives over the next 50 years.

Also to be featured will be leaders of the nation’s construction and engineering industries, who will discuss the changes they foresee that will affect transportation demands and delivery.





The conference is one of several major anniversary events set for Washington, D.C., including the arrival of the convoy and a gala black-tie celebration hosted by American Road and Transportation Builders Association at the Reagan International Trade Center, featuring speaker Colin Powell.

### *Interstate Celebration a Feature of National History Day*

Students from across the country will have the opportunity to delve into the history of the Interstate Highway System and compete for honors in the National History Day 2006–2007 competition, “Triumph and Tragedy in History.”

National History Day reaches more than 700,000 students and 40,000 educators throughout the U.S., engaging them in historical research, analyzing primary resources and annually competing through documentaries, performances, displays and papers. NHD has two divisions: the junior division for students grades 6–8; and, the senior division for students grades 9–12.

AASHTO is a sponsor of National History Day and the Interstate Highway System lesson is being developed by the Dwight D. Eisenhower Library. It will be distributed to 25,000 teachers through June of 2006. NHD believes “that the history of the Interstate Highway System stands as a triumph of the 20th Century.”

# Lincoln Highway Association & The Army Motor Convoy

Before Interstate highways, there were two lane highways. Before two lane highways, there were macadam and gravel roads. Before gravel roads there was dirt and mud. Lots of mud. As we zip along our modern superhighways it is hard to believe that less than 100 years ago, most Americans walked or rode horses. Anyone who wished to travel across the country took the train. The adventurous drivers of automobiles were modern pioneers. They navigated dirt roads with no signs, no markers, and mud that could swallow a car right up to the running boards. As the automobile became a part of everyday life, the demand for good roads grew.

The Lincoln Highway Association was founded in 1913 to build America's first coast-to-coast paved highway. The radical concept was first proposed by Carl Fisher of Indianapolis, the builder of the Indianapolis Speedway and promoter of the Indianapolis 500, the icon of automobile racing. Leaders of the Lincoln Highway Association included Henry B. Joy, President of Packard Motor Company and Frank Seiberling, President of Goodyear Tire & Rubber Company. Under their guidance, the first interstate all-weather highway was built and many Americans became a part of the "Good Roads" movement.

Education was the key to their success as Americans needed to be convinced of the need for good roads. Gravel and Macadam provided the first paving. "Seedling Miles" were built of concrete in Lincoln Highway states to demonstrate the superiority of hard paving. The Lincoln Highway Association even built an "Ideal Section" in Indiana, a four lane, lighted highway that foreshadowed our modern Interstate Highways by more than thirty years!

Forward thinking leaders of the United States Army also foresaw a day that a motorized army would replace the horse-drawn past.

Army command wanted a dramatic way to illustrate the need for good roads to facilitate interstate travel. In 1919, the Army, with the aid of the Lincoln Highway Association, sponsored a historic cross-country motorized convoy along the route of the Lincoln Highway, from Washington D.C. to San Francisco.

The convoy was led by Henry Ostermann, Field Secretary of the Lincoln Highway Association. Driving the official vehicle of the Lincoln Highway Association, a Packard Twin-Six Touring, Ostermann set the pace for the grueling, 62 day trip. Ostermann was a veteran of cross country travel, having made the coast-to-coast trip several times each year. For the army, it was an exercise in primitive road travel. Bridge repair was required when heavy trucks broke through light bridges. Crews pushed and pulled vehicles up and down mountains, out of mud holes and through ditches. Every day was an adventure in overcoming adversity.

Along to observe the convoy was a young Lieutenant Colonel Dwight D. Eisenhower. The lessons were not wasted, as President Dwight D. Eisenhower signed the Interstate Highway Act into law in 1956.

The modern Lincoln Highway Association is dedicated to the preservation of both the road and the memory of America's first named highway. We are proud to participate in the re-enactment of the 1919 Motor Convoy and we invite you to join us! You can find us at <http://www.lincolnhighwayassoc.org> and we look forward to meeting all of you soon!

**J.R. Manning**

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